

SAN FRANCISCO  
DEPARTMENT OF CITY PLANNING

PUBLIC FACILITIES SECTION OF  
THE MASTER PLAN

- I. THE FIREHOUSE LOCATION PLAN
- II. THE LIBRARY LOCATION PLAN
- III. RECREATION AREA AND PARK LOCATION PLAN
- IV. [*MISSING*]
- V. SMALL CRAFT HARBOR LOCATION PLAN
- VI. PUBLIC HEALTH CENTER LOCATION PLAN
- VII. THE CIVIC CENTER DEVELOPMENT PLAN

**5/S**



*San Francisco Public Library*

Government Information Center  
San Francisco Public Library  
100 Larkin Street, 5th Floor  
San Francisco, CA 94102

**REFERENCE BOOK**

*Not to be taken from the Library*

San Francisco  
City Planning

DOCUMENT

AUG 23 1963

SAN FRANCISCO  
PUBLIC UTILITIES

Public Facilities Section of the Master Plan

I THE FIREHOUSE LOCATION PLAN

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A. Objectives of the Firehouse Location Plan

The Firehouse Location Plan of San Francisco is intended to serve as a guide to the greatest degree possible the following objective:

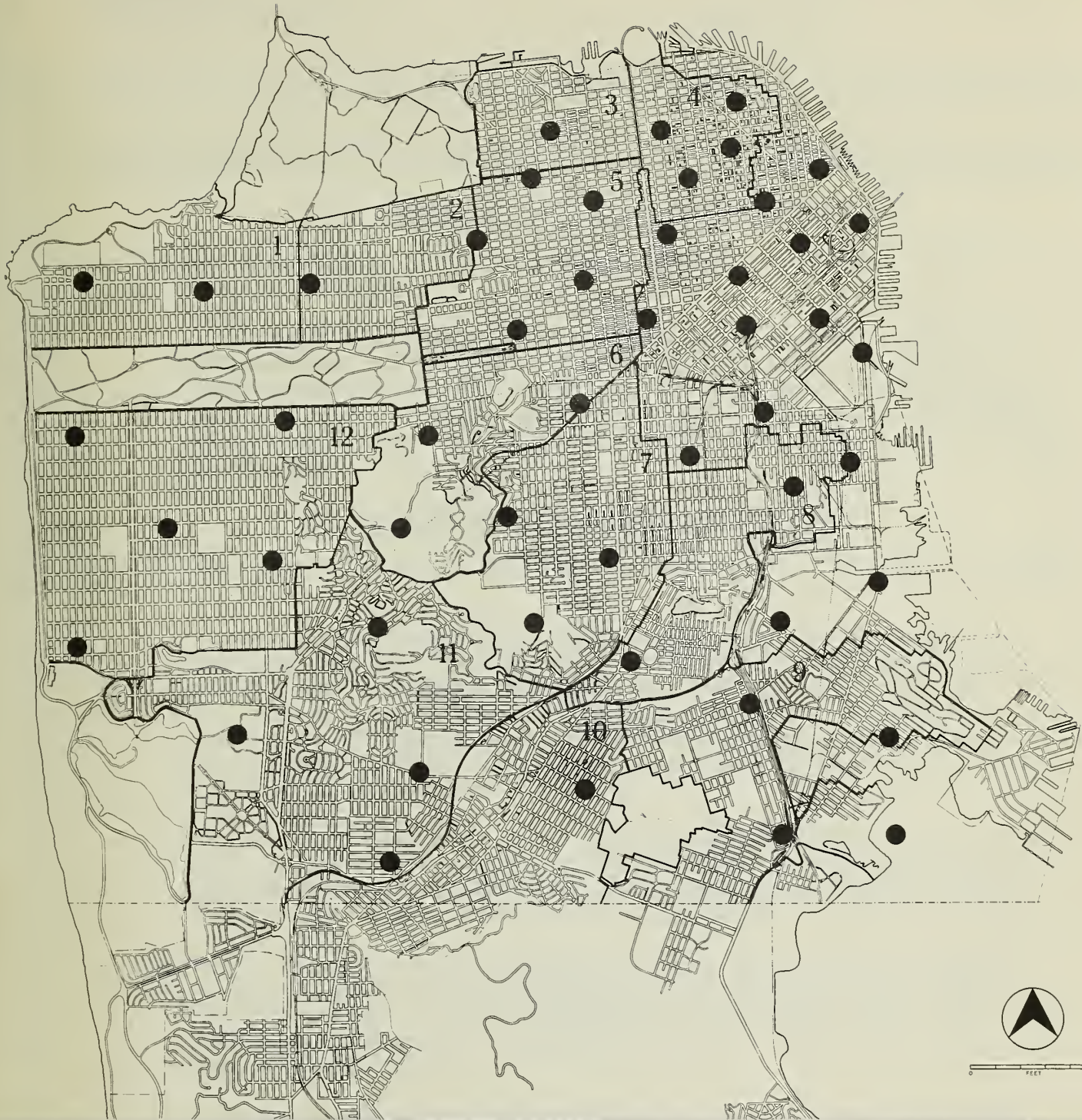
Development of a system of firehouses which will meet the operating requirements of the Fire Department in providing fire protection services and which will be in harmony with related public service facilities and with all other features and facilities of land development and transportation provided for in other sections of the Master Plan.

B. Principles of the Firehouse Location Plan

The following principles are an integral and basic part of the Firehouse Location Plan:

1. In general, firehouses should be distributed throughout the city so that each firehouse has a primary service area extending within a radius of one-half mile. This spacing should vary in relation to population densities, building intensities and types of construction, the pattern of trafficways, and with the relative degree of fire hazard.
2. Firehouses should be located on streets close to and leading into major or secondary thoroughfares.
3. Firehouses should be so located that no topographic barriers require time-consuming detours within the primary service area of each firehouse.
4. In each service area firehouses should be located in or near areas of relatively high population density or adjacent to commercial areas rather than within low-density residential areas, in order to be closer to areas where the greatest fire hazards exist, and in order to be situated on streets where the normal activity is such that fire calls will cause less relative disturbance to those living adjacent to firehouses.
5. Firehouse sites should be of sufficient size to allow provision of adequate sleeping, eating, and recreational space for the total number of men to be housed at any one time.





PUBLIC FACILITIES SECTION OF THE MASTER PLAN OF SAN FRANCISCO

# FIREHOUSE LOCATION PLAN

PUBLIC FACILITIES

- FIREHOUSE LOCATION
- 2 — COMMUNITY BOUNDARY

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 4099 ON OCTOBER 9, 1952, AND AMENDED BY RESOLUTION NUMBER 4420 OF THE CITY PLANNING COMMISSION AT A REGULAR MEETING HELD ON MAY 5, 1955.

RECOMMENDED  
*Paul Oppenheimer*  
DIRECTOR OF PLANNING

APPROVED  
*Ernest C. Williams*  
PRESIDENT

CERTIFIED  
*Joseph M. ...*  
SECRETARY

1

PLATE



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San Francisco  
City Planning

DOCUMENT  
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SAN FRANCISCO  
PUBLIC LIBRARY

H.II PUBLIC FACILITIES SECTION OF THE MASTER PLAN

II THE LIBRARY LOCATION PLAN

A. Objective of the Library Location Plan

The Library Location Plan of San Francisco is intended to serve as a guide to the following objective:

1. Development of a public library system in San Francisco which will make adequate and efficient library service freely available to everyone within the city, and which will be in harmony with related public service facilities and with all other features and facilities of land development and transportation provided for in other sections of the Master Plan.

B. Principles of the Library Location Plan

The following principles are an integral and basic part of the Library Location Plan.

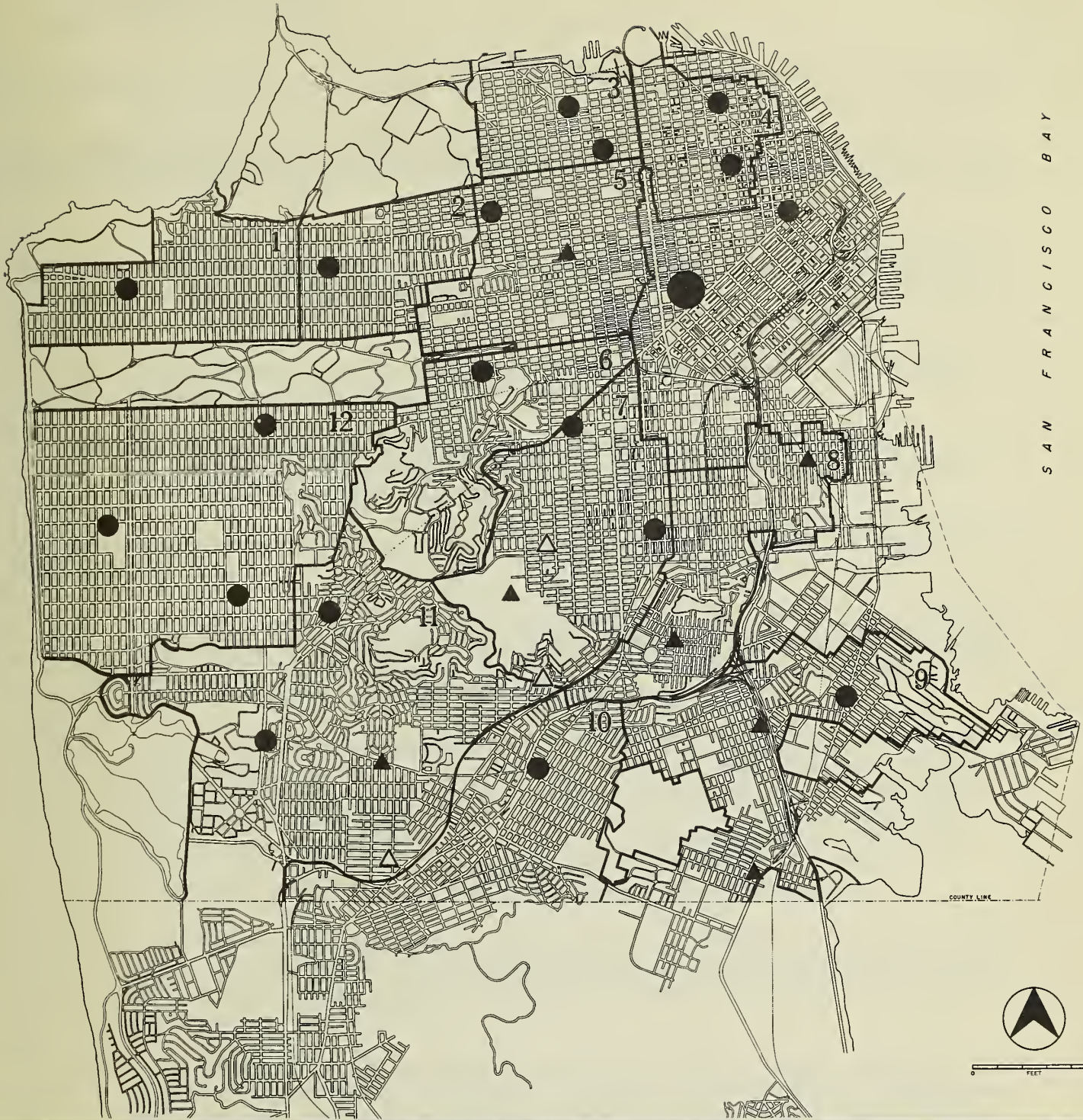
1. In general, branch libraries should have a service area range of not more than one mile, and should be distributed so that all sections of the residential community areas of the city are within the service range of a public library. The spacing of branch libraries should vary in relation to present and prospective population densities and characteristics, physical barriers, and transit and trafficways patterns.
2. In general, the library system should be comprised of large branches each serving a population of 25,000 to 50,000. In areas of low population density or areas prescribed by physical barriers small branches may be developed to serve a population of 10,000 to 15,000.
3. Branch libraries should be located where a variety of community facilities attracts the residents of the surrounding area. Branch libraries should be easily accessible to pedestrian routes and vehicular trafficways, and should be not more than a level block from a transit stop.
4. Parking for motor vehicles and bicycles should be readily available on or near the sites of branch libraries.
5. Public library buildings should be simple and functional in design and in harmony with their surroundings. Buildings should be planned for the pleasure and convenience of the public, and for economy and efficiency in operation and maintenance.





PACIFIC OCEAN

SAN FRANCISCO BAY



PUBLIC FACILITIES SECTION OF THE MASTER PLAN OF SAN FRANCISCO

# LIBRARY LOCATION PLAN

PUBLIC FACILITIES

- MAIN LIBRARY
- LARGE BRANCH
- ▲ SMALL BRANCH
- △ INTERIM BRANCH
- 3 COMMUNITY BOUNDARY

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 4149 ON APRIL 30, 1953, AND AMENDED BY RESOLUTION NUMBER 5197 OF THE CITY PLANNING COMMISSION AT A REGULAR MEETING HELD ON DECEMBER 17, 1959

RECOMMENDED *James P. McCloud* DIRECTOR OF PLANNING  
 APPROVED *Robert S. Harbo* PRESIDENT  
*Benjamin Carter* SECRETARY

# 2

PLATE



SF  
158  
67  
III

San Francisco  
City Planning

PUBLIC FACILITIES SECTION OF THE MASTER PLAN

III RECREATION AREA AND PARK LOCATION PLAN

The Recreation Area and Park Location Plan of San Francisco is intended to serve as a guide to the following objectives:

1. The provision of areas for active and passive recreation for all age groups, equitably distributed throughout the city.
2. The protection, preservation and enhancement of areas of natural scenic beauty, and the provision of open landscaped areas equitably distributed throughout the city.

The following principles are an integral and basic part of the Recreation Area and Park Location Plan:

1. Playlots, designed for children of pre-school age, and each containing a sand box, play apparatus, and a mothers' sitting area, should be available within 1/8 to 1/4 mile of every residence in the high-density and medium-density sections of the community areas.
2. Playgrounds, designed primarily for children of elementary school age (6-12 years) and each containing a playlot, an apparatus area, turf space for informal play, areas for games, and parklike areas for quiet activities, should be available within 1/4 to 3/8 mile of every residence in the community areas of the city. Playgrounds should be so located that access by residents within each service area does not involve the crossing of any major thoroughfare or expressway.
3. Playfields, each containing a playground, and athletic facilities serving junior and senior high school age groups (13-17) and adults, should be available within 1 mile to 1 1/2 miles of every residence in the community areas of the city.
4. Small Parks, containing areas of scenic interest, either natural or created, and providing for passive and some forms of active recreation not requiring organized direction, should be available within 1/2 mile of every residence in the community areas of the city. Each community should have at least as much area devoted to parks, where the recreation afforded comes in part at least from beauty of appearance, as it does to organized recreation. Where city-wide parks do not exist nearby to fulfill this need, small parks should be provided.
5. Large Parks, containing woods and open landscapes, and facilities for certain kinds of active recreation requiring large areas, such as golf, boating, day-camping, riding and bicycling, should be provided throughout the city wherever particular natural or scenic features warrant or wherever park use constitutes the best and most economical use of particular lands.

DOCUMENTS

AUG 23 1963

SAN FRANCISCO



6. Ornamental Parks should be developed wherever possible in the downtown and working area of the city; on small irregular bits of land at street intersections, traffic islands, or wherever they may occur; and on streets too steep to pave for vehicular traffic.
7. Parkways, scenic routes of travel developed as elongated parks with a roadway limited to passenger-carrying vehicles and to which abutting property has no right of access, should be developed wherever possible to link together the various parks and viewpoints throughout the city.
8. Street trees should be planted and maintained along the streets of the city.
9. Areas designated for park or recreational purposes should be stringently protected for such use, and not be considered as reserves of open space to be drawn upon for public buildings or other public uses.
10. Areas used for active recreation should be developed and landscaped in a parklike manner so as to be attractive in appearance and add to the amenity of surrounding neighborhoods.
11. Reservoir grounds should be landscaped, and all covered reservoirs should be constructed, wherever possible and desirable, so that they can accommodate some forms of active recreation.

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PUBLIC FACILITIES SECTION OF THE MASTER PLAN OF SAN FRANCISCO

**RECREATION AREA AND PARK LOCATION PLAN**

- PLAYLOT
- ▲ PLAYGROUND
- PLAYFIELD
- PARK - UNDER 1 ACRE
- PARK - 1-5 ACRES
- PARK - 5-10 ACRES
- PARK - OVER 10 ACRES
- ..... PARKWAY TREATMENT
- 5 — COMMUNITY BOUNDARY

THIS PLAN WAS ADOPTED BY  
RESOLUTION NUMBER 4632  
OF THE CITY PLANNING COM-  
MISSION AT A SPECIAL MEET-  
ING HELD ON NOVEMBER 29, 1956

RECOMMENDED  
*Paul D. Johnson*  
DIRECTOR OF PLANNING

APPROVED  
*W. A. Gophart*  
PRESIDENT

CERTIFIED  
*Thomas H. Miller*  
SECRETARY

PUBLIC FACILITIES

**3**

PLATE





58  
57  
San Francisco  
City Planning

PUBLIC FACILITIES SECTION OF THE MASTER PLAN

V SMALL CRAFT HARBOR LOCATION PLAN

A. Objectives of the Small Craft Harbor Location Plan

The Small Craft Harbor Location Plan of San Francisco is intended to serve as a guide to the following objectives:

1. The reservation of suitable sites for the orderly development of adequate facilities for small craft harbors to serve the present and foreseeable needs of the city.
2. The satisfaction of the criteria established by the State Lands Commission under Chapter 8, Part 1, Division 6 of the Public Resources Code so that state funds may be allocated and expended to further the development and improvement of small craft harbor facilities in San Francisco.
3. To provide adequate links in the statewide system of harbors of refuge to enable small craft to move safely around the Bay and up and down the Coast always within reach of shelter from inclement or foggy weather.

B. Principles of the Small Craft Harbor Location Plan

The following principles are an integral and basic part of the Small Craft Harbor Location Plan:

1. Small craft harbors should be so located and designed as to be self-contained units not impinging upon or conflicting with adjacent land or water uses.
2. The small craft harbor requirements of the city should be met by the provision of several large harbors rather than many small harbors.
3. Small craft harbors should be readily accessible from both water and land, and should provide safe entrances and sheltered mooring spaces for boats and adequate parking spaces for automobiles.
4. Small craft harbors should contain areas for mooring or tying up transient boats as well as stalls and slips for local boats, and adequate shore facilities such as fueling service, dry storage, launching ramps, minor repair facilities, telephone, electricity, and water connections, and clubhouse and locker space.
5. Every small craft harbor need not be designed to accommodate craft of all dimensions but provision should be made for the special requirements of such classes as may require berthing and shoreside facilities at particular harbor locations.

DOCUMENT 12  
AUG 23 1963  
SAN FRANCISCO  
PUBLIC WORKS DEPARTMENT



### C. Standards of the Small Craft Harbor Plan

1. Small craft harbors should be developed to accommodate light-draft vessels having a maximum loaded draft of 15 feet or less, a length of not over 150 feet, and a gross tonnage not exceeding 300 tons.
2. Berthside depths of small craft harbors need not exceed 15 feet at mean lower low water. Approach channels and boat basins providing 10 feet of water at mean lower low water are generally sufficient for all but the largest recreational craft.
3. In order to provide the necessary shore facilities, half as much land area as water area is generally essential for each small craft harbor.

### D. Description of the Small Craft Harbor Location Plan

The San Francisco shoreline has a limited number of desirable sites for small craft harbors because of such physical and economic limitations as the expense of bulkheading deep water locations, the natural silting of harbors in shallow water areas, and the competition of industrial land uses for space along the waterfront.

The northern shoreline between the Golden Gate Bridge and Aquatic Park is the best area for small craft harbors because of shelter from southeast winds, limited shoals, and proximity to deep water and favored zones of boating activity. It is logical that highest priority be given this shoreline in a comprehensive program of boat harbor development.

The Small Craft Harbor Location Plan includes all potential sites without specifically indicating the size of each facility or the economic aspects of each site. This is left for determination and development in the course of the comprehensive survey of the Bay by the United States Army Corps of Engineers. When this study is completed, indicated adjustments and refinements in the plan can be made.

The following eight sites are recommended for inclusion in the Small Craft Harbor Location Plan.

#### Marina

The area in which the City and County most easily can undertake development of additional berths for small craft at the present time is on the Marina shoreline adjacent to the present San Francisco Municipal Yacht Harbor. The city owns the waterfront lands in the Marina extending from the Presidio on the west to Fort Mason on the east, a distance of about 4700 feet.

The present yacht harbor installation at the western end of the Marina consists of two boat basins formed by the construction of breakwaters and accommodates 209 boats. The larger westerly basin is enclosed except for an entrance approximately 280 feet wide. The smaller and more recently developed basin is open to the east.



A preliminary development plan prepared for the Recreation and Park Commission in 1950 provides for a small craft harbor over the remaining Marina frontage, including Gas House Cove. The principal features of the proposed harbor are a breakwater enclosing the harbor area, and berths for approximately 750 additional boats.

### Presidio

The most undeveloped yet most magnificent stretch of Bay shoreline within the City and County of San Francisco extends along the northern Bay, or Golden Gate, shore from the Golden Gate Bridge to the San Francisco Municipal Yacht Harbor. Situated in the area deemed most suitable for small craft harbor development, the land is entirely within the Presidio of San Francisco and under the jurisdiction of the United States Army. Some of the water area is under the jurisdiction of the State Lands Commission. It is recommended in the Shoreline Beaches and Parks Development Plan\* that this shoreline area be developed as a park with a new scenic and access parkway and multiple aquatic uses, including a swimming and beach area and a small craft harbor. Suggested as a site for a small craft harbor is the area just west of the San Francisco Municipal Yacht Harbor. There is ample space for auxiliary on-land facilities. A club house for general public use, fuel and service facilities, and sufficient parking space could be provided for a harbor at this location. Lying adjacent to the existing municipal harbor, the Presidio Harbor could be so developed that administrative and supervisory services could be combined with those of the present harbor.

### Aquatic Park - Fisherman's Wharf

At Aquatic Park, situated on the northern shore east of Fort Mason between Van Ness Avenue and Hyde Street, is the only other section of shoreline, in addition to the Marina, that is under the jurisdiction of the City and County of San Francisco and suitable for boating use. Protected by a breakwater pier, the shoreline of the Aquatic Park lagoon is the site of the shore facilities of the Sea Scouts of the San Francisco Area Council of the Boy Scouts of America and of three private rowing clubs. Further development of the lagoon for the accommodation of sailing craft is indicated. Separating the Aquatic Park lagoon from Fisherman's Wharf is a long extension of the Hyde Street pier. The pier and the area to the east are under the jurisdiction of the State Board of Harbor Commissioners. The Board has developed a preliminary plan to install berthing facilities for small commercial or pleasure boats at the entrance to Fisherman's Wharf. The plan includes an L-shaped rock breakwater with finger piers to replace the long wood pier beyond the ferry slips at the foot of Hyde Street. It is estimated that some 260 boats, not exceeding 36 feet in length, could be accommodated here. First priority for use of the berths would be accorded to commercial fishing boats. The berths at this location would also be made available to sports fishing boats. Remaining berths would be available to private pleasure craft.

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\*Under preparation as an amendment to the Shoreline Development Plan, adopted in 1948 and amended in 1950 by the City Planning Commission.



### Ferry Building

A part of the proposal to create a park and historical monument at the Ferry Building is the development of docking facilities for small pleasure craft. This location would be particularly useful for visitors or commuters who come to San Francisco by personal boat.

### China Basin Channel

Removal of an outfall sewer will make the sheltered channel above China Basin, extending from Fourth Street to Seventh Street, feasible for consideration for small craft harbor use, primarily for low-clearance craft that would not require the opening of the heavily traveled Third Street and Fourth Street bridges.

### India Basin

On the northern shore of Hunters Point, on Innes and Hudson Avenues, are boat building and repair firms specializing in the building and servicing of light-draft vessels. There are also berths and launching ramps provided by private boating clubs. All of these facilities will be useless when submerged lands are filled to the official bulkhead line. When the tidelands north of Hunters Point have been reclaimed and the new shoreline established, the southerly shore of India Basin, in the lee of the Hunters Point ridge, may be a suitable and desirable place for the continuance and enlargement of the boat building and repair activities and for the relocation of the berthing facilities that will be displaced by the filling of the tidelands.

### Candlestick Cove

The Hunters Point Reclamation District was established by the State Legislature in 1955 to prepare plans for a reclaim 600 acres of tideland between the San Francisco Naval Shipyard at Hunters Point and the San Mateo County line. In the development of detailed plans for this area, full consideration should be given to the desirability and feasibility of providing a sheltered basin for small boats. Although this location is the least desirable within San Francisco for boat owners who sail outside the Golden Gate, its usefulness for smaller craft should be fully investigated so that it may be included in the over-all program of small craft harbor development if warranted.

### Treasure Island Cove

The cove formed on the north shore of Yerba Buena Island by Treasure Island and the interconnecting causeway is perhaps one of the best sites for development of harborage for light-draft vessels within San Francisco Bay. This cove is presently under the jurisdiction of the United States Navy. In 1950 the United States Army Corps of Engineers in a preliminary examination report on harbors for light-draft vessels, said "a survey of San Francisco Bay for the purpose of establishment of harbors for light-draft vessels would not be complete without a full investigation of the feasibility of procuring the cove for public use and development."





San Francisco  
City Planning

PUBLIC FACILITIES SECTION OF THE MASTER PLAN

VI PUBLIC HEALTH CENTER LOCATION PLAN  
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A. Objective of the Public Health Center Location Plan

The Public Health Center Location Plan is designed as a guide to the following objective:

1. Distribution throughout the city of district public health centers to make the educational and preventive services of the Department of Public Health convenient to the people, thereby helping to achieve the goals of the public health program in San Francisco.

The goals of the public health program are to create and maintain a healthy environment in which people may live and work, to help each individual in a community reach and sustain his maximum capacity for health, and to promote physical and mental efficiency through organized community effort. In a city such as San Francisco, district health centers properly located to suit the public need and convenience are important in achieving these goals.

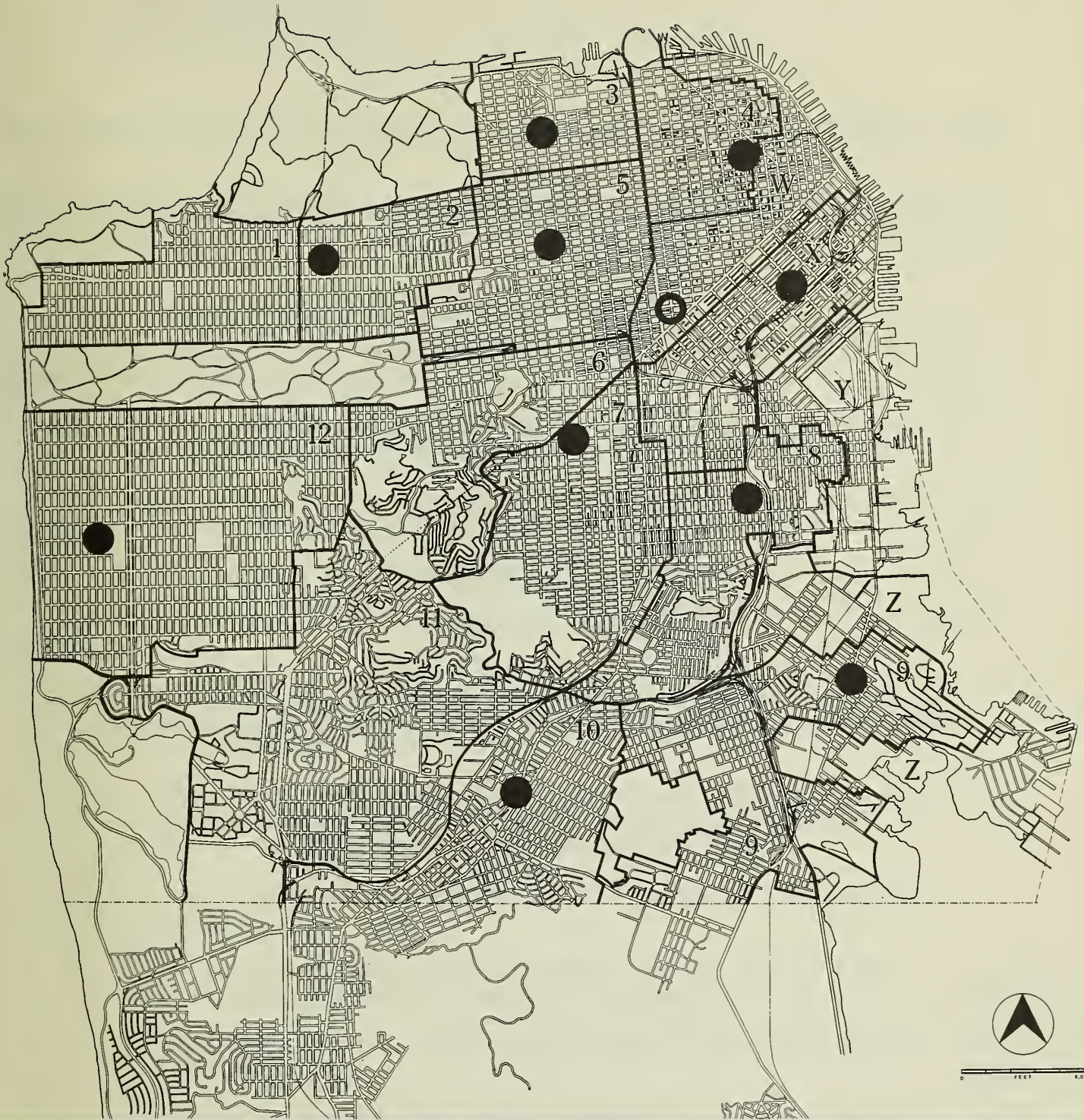
B. Principles of the Public Health Center Location Plan

The following principles are an integral and basic part of the Public Health Center Location Plan:

1. District public health centers should be distributed throughout the city so that each serves a population varying from 75,000 to 150,000, depending on the extent of need of the population served.
2. For maximum convenience a health center should be centrally situated in relation to the population served in each health district, and convenient to public transportation.
3. Where possible, district health centers should be grouped with public schools and recreation grounds in a community center.
4. The design of public health centers should be functional and flexible to suit present needs and to be adaptable to the potential activities of the Department of Public Health.
5. Conference stations should be established where needed within a health center district to serve a population of 25,000 to 50,000.
6. Conference stations, operated from district health centers, when needed, should be located if possible in existing public or community facilities such as schools or recreation centers.

DOCUMENTS  
AUG 23 1963  
SAN FRANCISCO  
PUBLIC HEALTH DEPARTMENT





PUBLIC FACILITIES SECTION OF THE MASTER PLAN OF SAN FRANCISCO

**PUBLIC HEALTH CENTER LOCATION PLAN**

PUBLIC FACILITIES

- DISTRICT PUBLIC HEALTH CENTER LOCATION
- INTERIM DISTRICT PUBLIC HEALTH CENTER
- 3** COMMUNITY AND WORKING AREA BOUNDARY

THIS PLAN WAS ADOPTED BY  
RESOLUTION NUMBER 5264  
OF THE CITY PLANNING COM-  
MISSION AT A REGULAR MEET-  
ING HELD ON MAY 12, 1960

RECOMMENDED  
*James R. Kelly*  
DIRECTOR OF PLANNING

APPROVED  
*Franklin C. Sweeney*  
PRESIDENT

CERTIFIED  
*Thomas Miller*  
SECRETARY

**6**  
PLATE



San Francisco  
City Planning

PUBLIC FACILITIES SECTION OF THE MASTER PLAN

VII THE CIVIC CENTER DEVELOPMENT PLAN

A. Objectives of the Civic Center Development Plan

The San Francisco Civic Center Development Plan is intended to serve as a guide to the following objectives:

1. Provision for the orderly expansion and development of governmental, cultural, and attendant facilities in the Civic Center area.
2. Completion of the area in a manner to retain and augment the architectural quality and dignity of the existing center.

B. Principles of the Civic Center Development Plan

The following principles are an integral and basic part of the Civic Center Development Plan:

1. The two major types of public uses existing in the area, governmental and cultural, should be expanded on the basis of determined anticipated needs.
2. The area should provide for three types of circulation patterns - - private vehicular traffic, public transit and pedestrian traffic - - with a minimum of conflict between them.
3. The area should provide usable parks as a setting for the expanded facilities.
4. The area should provide adequate parking, located for the most part at the perimeter of the expanded development.
5. New buildings around the Plaza should conform in height with the existing structures.
6. New buildings should be designed to enhance the character of the present public buildings, using contemporary materials and methods, and meeting current economic needs.
7. The privately owned area adjacent to the Civic Center should be subject to special architectural and sign controls to complement the quality of the Civic Center environment.

DOCUMENTS  
AUG 23 1963  
SAN FRANCISCO  
PUBLIC WORKS

THE HISTORY OF THE UNITED STATES

CHAPTER I

THE EARLY HISTORY OF THE UNITED STATES

1. THE EARLY HISTORY OF THE UNITED STATES

The first European to set foot on the North American continent was Christopher Columbus in 1492. He was sailing for Spain when he discovered the island of San Salvador in the Bahamas.

1. Columbus discovered the Americas in 1492.
2. The first European to set foot on the North American continent was Christopher Columbus.

2. THE EARLY HISTORY OF THE UNITED STATES

The first European to set foot on the North American continent was Christopher Columbus in 1492. He was sailing for Spain when he discovered the island of San Salvador in the Bahamas.

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9. The first European to set foot on the North American continent was Christopher Columbus.
10. The first European to set foot on the North American continent was Christopher Columbus.

## VII The Civic Center Development Plan

### C. Description of the Plan

Following are the major features of the Plan keyed to the numbered buildings on the map:

Buildings serving city governmental functions include (1) the existing City Hall, remodeled in the interior for expanded office space and (2) a new Civil Courts building. A new city office building or City Hall annex is indicated at (3), and the Board of Education is continued at its present location at (4). The existing Health Building is shown moved to a possible new location at (5). (See Exposition Building below).

Buildings serving civic, cultural, and exposition functions, include the existing Veterans Memorial (6), the Opera House (7), the remodeled and reconditioned Civic Auditorium (9), and the expanded and remodeled Library (10). A new exposition building connected to the Civic Auditorium and to the underground exhibit hall is shown at (8) replacing the Public Health building now occupying part of this site. A new Opera auxiliary building is shown at (11).

Buildings serving State governmental functions include the existing State Office Building and annex (12), the State Compensation Insurance building and allocated state expansion areas at (13) and (14). The existing Hastings Law School is retained (15).

Buildings serving Federal governmental functions include the existing Federal Building (16), the site of the proposed new Federal Office Building (17) and an expansion area (18).

Parking structures are shown on the plan at (19), (20), (21) and (22). The garage under the Plaza is also indicated. The plan also shows several locations for open parking, indicated by (p).

The plan indicates the eventual closing of Polk and Larkin Streets between McAllister and Grove Streets and of Fulton Street between Larkin and Market Streets. These streets would be added to the existing open and landscaped areas of the Civic Center. Other new, open and landscaped areas are shown on three sides of the proposed new Federal Building (17). Seventh Street is shown extended from Market to McAllister Street in the vicinity of Leavenworth, with Leavenworth Street closed between McAllister and Fulton Streets.







- 1. CITY HALL
- 2. CIVIL COURTS
- 3. CITY OFFICE BUILDING
- 4. BOARD OF EDUCATION
- 5. HEALTH BUILDING
- 6. VETERANS' MEMORIAL
- 7. OPERA HOUSE
- 8. EXPOSITION BUILDING
- 9. CIVIC AUDITORIUM
- 10. LIBRARY
- 11. OPERA AUXILIARY BUILDING
- 12. STATE OFFICE BUILDING AND ANNEX
- 13. STATE COMPENSATION INSURANCE BUILDING
- 14. STATE OFFICE EXPANSION
- 15. HASTINGS LAW SCHOOL
- 16. FEDERAL BUILDING
- 17. FEDERAL OFFICE BUILDING
- 18. FEDERAL EXPANSION
- 19. PARKING STRUCTURE
- 20. PARKING STRUCTURE
- 21. PARKING STRUCTURE
- 22. PARKING STRUCTURE
- P OPEN PARKING
- C ARCHITECTURAL CONTROL AREA

PUBLIC FACILITIES SECTION OF THE MASTER PLAN OF SAN FRANCISCO

# CIVIC CENTER DEVELOPMENT PLAN

PUBLIC FACILITIES

- CITY GOVERNMENT
- CITY CULTURAL FACILITY
- STATE GOVERNMENT
- FEDERAL GOVERNMENT
- OPEN AND LANDSCAPED AREAS
- UNDERGROUND PARKING
- UNDERGROUND FACILITY
- CIVIC CENTER BOUNDARY

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 5055 OF THE CITY PLANNING COMMISSION AT A REGULAR MEETING HELD ON APRIL 23, 1959

RECOMMENDED *James McLaughlin* DIRECTOR OF PLANNING  
 APPROVED *W. A. Harrison* PRESIDENT  
 CERTIFIED *Thomas J. Miller* SECRETARY

7  
 PLATE





